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VOLUME II.

Daily Amion.

## CITY OF WASHINGTON, SUNDAY MORNING, JANUARY 16, 1853.

"LIBERTY, THE UNION, AND THE CONSTITUTION."

CONGRESSIONAL.

REMARKS OF M .. GWIN. OF CALIFORNIA,

On the construction of a railroad to unite the Atlanti and Pacific frontiers; delivered in the Senate, Janu

mr. GWIN. Mr. President, at the beginning of the present session I gave notice that I would introduce the bill now under consideration for the construction of a milroad to unite the Atlantic and Pacific frontiers of the

present session I gave notice that I would introduce the bill now under consideration for the construction of a railroad to unite the Attantic and Pacific frontiers of the republic, and which, with its branches, shall reach from the great inland seas of the North and the torty ninth parallel to the Galf of Mexico, and the twenty-fourth degree of north latitude.

For advances in civilization the age in which we live is without a parallel in the history of the world, and yet it continues to be eminently progressive. The human mind, not content with its astonishing triumpus in every department of natural science, and in the utilitarian articles further to unfold the secrets of Nature, to seize and apply every newly discoveries in her kingdom that may aid in asserting the triumph of mind over matter. Public opinion, calightened by the extraordinary discoveries of the last quarter of a century, is abandoning enterprises which a previous age had regarded asworks of advanced civilization.

The old post horse and post-chaise system of travel and mail communication is abandoned. The country track has yielded to the turnpike and tram road, whilst these in turn are everywhere giving way to the railroad system, which, notwithstanding the progress it has already made, is yet destined to produce results to the well being of society moral, mental, and political—to effect a revolution in our great agricultural and manifacturing interests, in our trade, domestic and foreign, that it is impossible for imagination to estimate or predict.

The enlightened nations of Europe, as well as America, are pressing forward in this match of improvement. The spirit of the age demands the utmost of human energies in this great work. Before this iron revolution of science natural obstacles are vanishing; rocks are excavated, mountains cut in two, or pierced at their bases, valleys are levelled up, rivers spanned, and mind acting upon mind is now striving to effect new discoveries to hasten the speed of the steam-engine, and obtain still greate

The United Kingdom of Great Britain and Ireland is The United Kingdom of Great Britain and Ireland is pieted and intersected in numerous directions by the most improved railvays, and the iron horse, glowing under his fiery impulse, is there speeding his way by day and by night at the rate of twelve hundred miles in twenty-four hours. The governments of Belgium, France, Prussia, Austria, Russia, and Italy, are alive to the importance of securing to their people the benefits of rapid transit and intercommunication, and are steadily pushing forward the great work of road reformation; whilst Spain, and even the Sublime Porte, have become aroused to the importance of the subject.

And what have our own citizens done in this respect by means of individual enterprise and State assistance?

And what have our own citizens done in this respect by means of individual enterprise and State assistance? We have in the north the Albany, Buffalo, and Boston routes, the New York and Erie, the Michigan Central and Southern: then in the middle States we have the Pennsylvania Central, the Baltimore and Ohio, the Cincinnati and St. Louis in the southern States the Virginia and Tennessee, the Cincinnati and Tennessee, the Gulf and Western Atlantic, the Central Georgia and Macon, with various branches of Louisnan, Missouri, Arkansas, Iowa, California, to Fort Nisqually, in Oregon 650

Total length of railroad to be construct this milway and branches is a grant from Congress of public land to the States of Louisnan, Missouri, Arkansas, Iowa, California, to Fort Nisqually, in Oregon 650

Total length of railroad to be construct this milway and branches is a grant from Congress of public land to the States of Louisnan, Missouri, Arkansas, Iowa, California, and an appropriation for the construction of the road through the Territories, of an aggregate quantity of 152, 400 square miles, or 97,535,000 acres; and this appropriation for the construction is to mean propriation for the construction of the road through the Territories, of an aggregate quantity of 152, 400 square miles, or 97,535,000 acres; and this appropriation for the construction is to make the expenses of a Pacific railway and branches of 4,400 miles, because from the aggregate length of 5,115 miles is to be deducted the Texas branch, in a propriation of the construction of the construction of the road through the Territories, of an aggregate quantity of 152, 400 square miles, or 97,535,000 acres; and this appropriation for the construction of the road through the Territories, of an aggregate quantity of 152, 400 square miles, or 97,535,000 acres; and this appropriation for the construction of the road thro

These routes actual and in progress will form a mag-ificent net work of railways, stretching from Augusta, nificent net work of railways, stretching from Augusta, the capital of Maine, the extreme northeastern State of this Union, through New Hampshire, Vermont, Massachusetts, Rhode Isiand, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North and South Carolina, Georgia, into Florida, through Alabama, into Mississippi to Louisiana, through Ohio, Michigan, Wisconsin, Indiana, Illinois, Kentucky, and Tennessee, and generally having their termini on or near the Mississippi river.

e Mississippi river.
The extent of railroads now actually made may be set The extent of rairroads now actuary made may be set of which the rairroads now actuary made may be set of which the extent of those in the whole European world, and her in the construction of the road by the payment of whilst the routes now in progress are about twelve thousand nine hundred miles, making a length already finished equal to about half the circumference of the global feel bound at the proper time to advocate and press upon the attention or the Senate the propriety and justice of the attention or the Senate the propriety and justice of

surface of the American Union, thus improved by The surface of the American Union, thus improved by railways, is situated between the Atlantic ocean and the Mississippi river, or the meridians of nine degrees east and nineteen degrees west longitude from Washington, extending from the twenty-fifth to the forty-inith degree of north latitude, embracing twenty-sight degrees of longitude and twenty five degrees of latitude.

These giant enterprises, the most assonishing on record, have been undertaken and are carried on upon as

These giant enterprises. The most assonishing on record, have been undertaken and are carried on upon an invested capital, according to the census returns, of \$672,779,000, and without a dollar from the national reason, yet with some liberality on the part of Congress in donations of faced. The sphere of these operations embraces an area of \$915,052 square miles, or \$55, 533,290 acres, with an Atlanuc coast of 1,600 miles, and it included the cost of the lands purchased for the track a Gutl coast of some 600 miles, from the southern cape from private individuals—a material item of expen of Florida to the mouths of the Mississippi.

what the energy of the American people has done, developing the remarkable fact that in this great interwoven chain of iron railways they have, as it were, seen moved by one mind and one purpose of street

these routes over mountains, valleys, and rivers, from the Atlantic on the east, the lakes on the north, to the Great West; and this they have accomplished with a perseverance against apparently the most insurmountable obstacles, and with an outlay of capital without a parallel.

Now, let us turn to another side of the picture, and see what remains to be done to carry out the great design of the American people in this system of improvement. We find that the surface yet to be improved facilities of construction will reduce the miproved facilities of construction will reduce the cost below this estimate; yet even at inact assume.

Now, the great point is for the government of the United States to take the initiative in this measure, and it is earnest. At once the popular mind will be inspired with confidence of success—the public will and energy will be immediately concentrated upon the American people in this system of improvement. We find that the surface yet to be improved by railroads is situated between the Mississippi river and the Pacific ocean, or the mediately concentrated upon the American people in this system of the provision now made would be something like \$7.

The bill now presented facilities of construction will be accomplished.

The bill now presented fixes the shortest and most feasible route, every mile of it having been explored, and over a considerable surface of which even now content wagon routes existent. seven degrees of west longitude from the forty-ninth tending from the twenty-sixth degree to the forty-ninth tending from the States of Mistending from the twenty-sixth degree to the forty-ninth degree of north latitude, embracing the States of Missouri, Arkansas, Lonisiana, Iowa, Texas, Californio, and the Territories of Minnesota, Utah, New Mexico, Oregon, Nebraska, the old north-western and Indian Territories, covering a surface of 2.343,592 square miles, or 1,499,541,259 acres, with a scabbard on the Pacific of 1,299 miles, and a gulf coast on the south of about 600 miles from the mouths of the Mississippi westward, including the southern coast of Louisiana and Texas. Over this portion of our ocean-bound empire, having a coast ocean, and gulf of 2,220 miles, and being two thirds of the whole territorial extent of the American Union, and within which are eleven-tweiths of the public domain.

been, and gaif of 220 miles, and being two thinks of the whole territorial extent of the American Union, and the whole territorial extent of the American Union, and the whole territorial extent of the American Union, and the whole territorial extent of the American Union, and the whole territorial extent of the American Union, and the whole territorial extent of the American Union, and the whole territorial extent of the American Union, and the whole territorial extent of the American Union, and the whole are staged to the season of the territorial extent of the United States has done comparatively nothing, whilst our cutteres, so ut of their own resources, have excomplished so much an atom to our country east of the Mississippi, and, as I have already shown, at a cost approaching 8700,000,000.

I now bring before the Senate a project by which it is proposed that the government shall do its part in the great work of stabilishing a permanent and enduring route of land communication between our ocean fromtiers. The plan proposed requires that the main trunk of a great Pacific railway system shall commence at San Francisco, in California, and passing around the southern arm of the source of the Stansians river, thence along the sound of the source of the Stansians river, thence along the sound of the source of the Stansians river, thence castwardly on, and near the parallel of 35 deg. of north initinge, to July, in longitude 37 deg. west, across the Sierra Madre are wagon roads now in use, to Albuquerque, a town on the east fork of the Rio Grande, and continuing east on shall parallel to a point about thirty-five miles south of Santa Fe, in the meridian of 27 deg. west, across the Sierra Madre are wagon roads now in use, to Albuquerque, a town on the east fork of the Iritory as St. Louis branch will begin at a point nearly deep of the State and taking a bottheastry direction will lad in with the road of the source of the State of Arkansas, and the branches to the same and the source of the source of the State of A

public lands to grant within the limits of that State
Upon this point. I avail myself of the occasion at this stage of the proceedings to say, that although Texas will find a rich reward by her unaided construction of the road through her territory in the enhanced value of her public domain, and the development of her immense agricultural resources, and by eventually securing her a felt share of our domestic and foreign trade, yet, as this railway is, to all intents and purposes, a post Road, within the spirit and letter of the Sth section of the 1st article of the constitution, delegating express power in Congress "to establish post offices and post roads," I think it but just and fair that she should be placed upon an equal footing with the public land States through which the Pacific railway will pass; and as we cannot give her government lands within her limits, we should

Recurring, then, to the means provided by this bill fo the construction of this Pacific tailway, we find that the quantity of land proposed to be granted equals, as stated, 97,536,000 acres, which, at 81 25 per acre, the minimum price of the public lands, would amount to the sum of \$121,906,000, for the construction of 4,400 miles of road, feaving out of calculation, for the reason indicated, the Texas branch, which makes up the whole length of 5,115

incident to this railway.
It may be added further, that in the census report alluded to, \$20,000 is set down as a reliable estimate for the expense per mile in the new States; and I have no doubt the improved facilities of construction will reduce the

venient wagon routes exist.

The reports of our army officers and others, of ex-The reports of our army officers and others, of explorations north and south, and in the vicinity of its line, represent the country as remarkably level, with a fertile soil, well watered, a salubrious climate, with pragries and woodland, having an exhaustless supply of good timber and building stone, and every facility for this splendid enterprise, which, when carried out, will draw along it a living stream of emigration, developing the bourdless agricultural and mineral resources of that disjunct territory, dotting it with farms, villages, towns, and cities, and establishing in the heart of the great distant West political strength to uphold and cement the principles of our popular institutions.

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verted to.

Finally, the bill orders that the road shall be con structed in the most substantial manner, of the best ma-terials, with all the modern improvements, and provides for the appointment of commissioners, who, under the direction of the Secretary of War, shall take all necessary measures to protect the public interest, and to see that the terms of the contracts are fully and strictly complied

By this bill interference with State sovereignty is By this bill interference with State sovereignty is avoided. To the States is awarded the right to co-operate (and it is made their interest to do so) in this great public measure, whilst the general government deals through its Executive with the subject in its own territories, under the express authority of the third section of the fourth article of the constitution, which conters the power on Congress to dispose of and make all needful rules and regulations respecting the territory or other property belonging to the United States." The facts already presented will show this to be the most profitable undertaking that was ever projected; that the lands already presented will show this to be the most prolitable undertaking that was ever projected; that the lands proposed to be donated, at the minimum price of \$1.25 per acre, will give a round average of \$27,700 per mite for the work, which is an excess per mile for its construction of \$7,700 clear profit, over and above the average estimated cost of \$20,000, as stated in the census report. This, indeed, being the actual cost per mile, including equipments, of the Cleveland and Erre railroad, the stock for which is now companding treatile the art. clading equipments, of the Cleveland and Erre railroad, the stock for which is now commanding twenty-two percent, premium; and it will be remembered that the latter work was constructed in a far more rigorous elimate, and with greater obegoins than will be found over the greater portion of the Pacific route.

Looking further to the fact of the constant improvement in railway works and the new and ingreased facilities of the operatives, growing out of their experience, and the invanity taken of our citizens the estimate with

ment in railway works and the new and ingreased facilities of the operatives, growing out of their experience,
and the inventive talent of our citizens, the estimate with
good reason might be assumed at \$17.700 per mile; and,
in that case, there would be a clear profit on the construction of every mile of some \$10,000. Add to this the finties give in the value of the fands; and capital, which cannot
fail to be greatly augmented by the additional value to
the property which this great project itself will ignore to. the property which this great project itself will impart: for think fit here we have fresh unculled lands, immensely rich in minerals and agricultural resources, while our experiments and it was declared that "a continued communication of us in the Illinois donation, by the act of 20th September, 1850, lands along the route, which had been in States succeeded, speaking in a language to explicit to market for thirty years and more at \$1.25, rapidly rose in value to more than \$2.50 per acre—thus commanding a price equal to domine the ordinary public land minimum. In addition to all these considerations let us examine the probable profits of the Pacific roune, supposing that the parties of the Pacific roune, infancy of the republic, say the necessity of account. amine the propose protes constructing it had to supposing that the parities constructing it had to pay up the full cash capital of \$100,000 000 cut of their own pockets. We set it down as a jow estimate that 75,000 persons will go to and from California over this turoughfare the first year, and that every year there this turoughtare the first year, and that every year tasse after, for the whole period of the contracts, will add a large per centage to this number. But assuming this estimate, for the first and future years, and at \$200 for each massenger, we will have the sum, per annum, of \$15,000,006, giving an interest of ten per cent, on the capital invested, with five per cent, for repairs, from passengers alone, estimating nothing for freights. It is not to be doubted for a moment that the largest part of the lands now meaned to be granted will be disposed of in exdoubted for a moment that the largest part of the lands now proposed to be granted will be disposed of in exchange for labor, and such lands becoming settled part power with the construction of the road, will yield a large additional amount of freight and tolls on the intermediate points, whilst in this way the great object of settling the pountry will be advanced, and the value of the property donated immensely increased.

The importance, indeed the imperious necessity, of im-The importance, indeed the imperious necessity, of immediately compending this line of rairroad is every day pressing with greater force upon the attention of the country, and of the Congress of the United States. Every civilized nation has shown it, in practice, to be a governmental duty to open up and construct thoroughfares and highways as indispensable to the public weel. The history of the world, past nud present, is full of memorable illustrations. That mighty nation which once ruled the earth under its forms of royalty, republicanism, and of empire, has left enduring memorials of its wisdom and of its power in nothing greater, in a material point or view, than its public roads. Augustas elected the Miliarum Aureum, a gift marble piliar in the Forum, to mark the central point from which the great roads diverged from the read of empire. Public works of this to mark the central point from which the great roads di-verged from the seat of empire. Public works of this class, in charge of the censors and consuls in the days of the republic, and of an inspector in-chief under the empire, were constructed by the Roman engineers at an enormous expense, and with such solidity that some of them are yet undestroyed, having stood the travel of twenty conturies. These great improvements connected the cities of ancient linky, nearly twelve hundred in num-

than three great routes communicating with India and Cuina, one from Southampion through the English channel, crossing the Bay of Biscay, through the Mediterranean to Alexandria in Egypt, thence by overland to Suez, down the Red sea, through the straits of Babelmandel, with a branch to Bombay and a direct route by Caylon to Calentia and term Caylon though the straits. mandel, with a branch to Bombay and a direct route by Ceylon to Caleutra, and from Ceylon through the strains of Malaca to Singapore, and thence up the China sea to Hong Kong. There is also a regular monthly mail from London to Falkstone, Paris, and Marseilles, on the Mediterranean, thence to Malta and Alexandria, taking the direction already indicated as to the residue of the distance, and then by the German overland route from London to Ostend, through Belgium and Austria to Trieste, on the Adriatic, and passing one of the Greek islands near Athens, by the Ionian islands, to Corfu and Alexandria.

Instead of one hundred and fifty days, India by these routes is brought within about a month's postal distance of London. But, not content with all these triumphs over space and time, a project is now engaging public aitention, by which a new and more direct overland route by railroad is projected, which shall proceed from Calais by Gstend, to Cologne through the plains of Augsburg, Lombardy, to Frieste on the Adriatic, theace in the valety of Turkey in Europe, along the Euphrates to Resortab, on the Persian gulf, through Persia, along the shores of t e gulf to Belloochistab, crossing the Indus, and thence to Calcutta, thus bringing the remote patts of the empre within from a week to ten days of each other,

mum. as that now under consideration.

That discussioned statesman, Mr. Jefferson, from the ranks, indiney of the republic, saw the necessity of exploring and to an overland route to the Pacific, and in his message of me 15th January, 1803, brought the subject to the atten-tion of Congress, with a view to set on loot an explora-tion for a line of communication to the Pacific or West-ern ocean, and the result was the celebrated expedition of Lewis and Clarke. The project of evenually establishing this route, then seen in the shadowy distance in the dawning of our national existence, is now before us as a reality. Public meetings in different portions of the country, and some of the most distinguished statesmen of this age, have proposed and advocated the great measure of connecting the two oceans, whilst the press has

of the age, have proposed and advocated the great measure of connecting the two oceans, whilst the press has raised its potent voice in its support.

The establishment of a great postal route for disseminating information over all of that wast surface in our territorial bonds, new shut out from the noblest privileges of our institutions, is a high constitutional obligation the discharge of which we have no right any longer to defer.

But it is not only as a mere postal route—a great artery of internal communication for the dissemination of intelligence, the vital principle of our institutions—that we are called upon to adopt this measure; but it is as a means of military defence and security, and one in that respect of great public economy. Over the expansive surface of country through which this road will pass are numerous tribes and hands of savages, whom, in its present condition, the whole army of the United States could not keep in check, from the inter impossibility of a rapid transportation of troops from point to point, and the consequent inability to dislodge them from their mountain delies and fastnesses. Look at the condition in which the pennosula of Florida was for years, and is at the present time. During the campaign of the British army in the Parajaub country the expense of locomotion was so great that it was estimated that every soldier cost £150 sterling, or about \$750, and of course a like sum to replace losses sustained by disease and in battle.

When we consider the cost of military, transportation But it is not only as a mere postal route-a great artery

empire, were constructed by the Roman engineers at an enormous expense, and with such solidity that some of them are yet undestroyed, having stood the travel of them are yet undestroyed, having stood the travel of them are yet undestroyed, having stood the travel of them are yet undestroyed, having stood the travel of them are yet undestroyed, having stood the travel of the distant provinces. These great improvements connected the other of the distant provinces, connected also the hundreds of cities in Gaul, Spain, and the African and Asiatic cities of the distant fromiers, as far up as the wall of Antoninus, in Scotland, in the fifty sixth degree of north lait toid. From that point a great national road, taking a southersierly direction to the imperial capital and to be russlem, formed a grand public bighway, equal in its whole length to four thousand and eighty Roman, or three thousand seven hundred and forty statute miles.

These were not merely military roads for the transmission of governmental orders, and were in fauther thousand seven hundred and forty statute miles.

These were not merely military roads for the transmission of governmental orders, and were in fauther thousand seven hundred and forty statute miles.

These were not merely military roads for the transmission of governmental orders, and were in fauther thousand seven hundred and forty statute miles.

Such as I have described it was the great Roman hor oughfaire, which pierced mountains, passed over rivers, doubled nearly in length the main stem of the Pacific

Moves not the troubled aspect of European affairs admonish us of the necessity of instantly providing against these apprehended evils? And does not our great commercial interests demand that every facility should be extended to enable us to avail ourselves of the advantage of position, to seek first to enter and preoccupy the markets of Avia, and establish our claims to a full share at least of the trade of the eastern hemisphere?

Contemplating, too, our position politically, does it not behoove every one, of whatever party, to lay his sectarian principles aside, and come up to this great work as an American, with singleness of purpose, scoring all sectionality, and looking at the common good of our common country, with a fixed determination that it shall be completed, and that, too, as rapidly as unrestricted means and human energies can accomplish it? Then add its great adjunct, the electric telegraph, by which our people, with the rapidity of thought, will hold converse by the lightning from ocean to ocean, and there will be established a chain binding together each member of this confederated Union, every link of which, whether in the social, business, or political concerns of life, will be united and welded together by a common interest, a unity of purpose, and a deep-seated attachment to our institutions, which will defy the convalsions interest, a unity of purpose, and a deep-seated attachment to our institutions, which will defy the convulsions of war either to weaken or impair. Then this mighty political fabric, resting upon the basis of human rights and the solid affections of our people, in all its noble and majestic proportions, commanding the admiration of the world, will stone through directly world, will stand through distant ages as an enduring monument of the wisdom of our form of government, and of the triumph of popular sovereignty.

### THE MUSICAL WORLD AND TIMES.

Terms: One copy, \$3; two copies, \$5; five copies, \$10; and a erron sending us a club of five gets an extra copy for his trouble, ddress Dyer & Willis, publishers of the West State of the State of the

ANOTHER RESIGN. FOUREAL.—The subscribers also publish The momber constaining four pages of music (making forty-eight pages, each motion) Musical Gazette, an elegant journal of eight pages, each motion of music (making forty-eight pages, each motion) Musical Gazette, an elegant journal of eight pages, each motion of music four pages of music forty-eight pages, each motion of music fourers whose musical knowledge and tastes demand early and simple music, and whose pursues require that it should be furnished at the changest possible rate.

Termst (One copy, so cents, three copies, \$1; ten copies, \$2; ten copies, \$3; ten copies, \$3; ten copies, \$4; ten copies, \$4; ten copies, \$5, and a person studing us a clab of twenty gets an extra copy for his trouble. Address liver as William X. N. H.—Chergynien will be supplied with the Musical Gazette at twenty-five cents a year.

Agents wanted to obtain subscribers for the above named publications. Liberal commission allowed.

Now is the time to subscribe, as the new volume begins on the first of January, 1839.

Jan 13—diag

CONGRESS having recently amended the act providing for the re moval of the Red river rait, the advertisements heretofore insert-ed on this subject have been withdrawn, and the following substi-uted in their stead: REMOVAL OF RED RIVER RAFT.

PEMOVAL OF RED RIVER RAFT.

Proposals will be received at the War Bepartment, until the first day of April next, for removing the obstructions in Red river, known as the Red-triver raft, and keeping the navigation of said river open and free from obstruction by raits for a series of one or more years, as follows, viz:

Each bidder will propose to remove the said raft and to keep the navigation free from obstruction thereby for a specified period, for the sum of \$100,000; specifying in his hid the time within which he proposes to complete the removal, (the said time not to be later than the let day of January, 1855.) as also the number of years (counting from said removal) during which he binds himself to keep the navigation of the river free from obstruction for the said sum; and the location of the river free from obstruction for the said sum; and the countact shall be awarded to the bidder (provided the department per saisfied with his responsibility and with the security offered by blin) who shall propose to remove said raft and to keep the river free from obstruction thereby for the longoust period of time.

The contractive with he required to give his hond for \$20,000, with two good surcties, each for the sum of \$10,000, conditioned for the lathful execution of the contract. Each bidder will transati, at the same time with his proposals, the names of the persons whom he offers as surcties, and a declaration, signed by them, that they will sign his bond as ureties as above mentioned; and also the certificate of a district judge of the United States for the State in which he residue, flux and securities are respectable citizens, and that he considers them worth \$10,000 over and above all their debts and inabilities. No hid will be examined unless these conditions shall be compiled with.

\*\*Terms of Payments\*\*

complied with.

Terms of Payasent.

Of the sum of \$100,000 appropriated for the above object, \$50,000, shall be paid as the work of removing the raft advances, as follows, to wist. Whenever the som restore shall report that a portion of the raft has been removed, the same shall be in-spected by an officer appointed by the War Department, and if it shall appear that ruch is the fact, the department will pay such a proportion of the said sum of \$30,000 as the portion removed shall be not the entire raft, provided no partial nayment shall be made for less than one-tenth part of the whole work. The remaining \$50,000 will be paid in equal annual instatments, corresponding in number with the number of years during which the contractor shall bind binased its keep the navigation open, of which fact the department is to be the sols judge. Each but must be for the whole work. That is, for the removal of the raft, and for keeping the river open for a specified period. No separate proposals for perions of it will be considered.

The proposals will be addressed to the undersigned, marked on the early navigation of the raft.

Colonel Corpe Topographical Engineers.

All papers which have published the former advertisements on

Jan 8-201d&2awtApr 1

All papers which have published the former advertisements of this subject are hereby authorized to publish this, and in addition the Gazette and Democrat, of Little Rock, and the Telegraph, of Washington, Arkansas, twenty times daily, and then twice a weel still at a pril.

Each paper advertising will send a copy of the paper containing he advertisement.

D H. HOOK & CO., Wholesale and Retail Dealers t

# terms proportioned to the above annual rates. (GF FOSTMASTERS are authorized to act as our agents; and, by sending us rive DAILY subscribers, with \$50 enclosed; or rive SEMI-WEEKLY subscribers, with \$60 enclosed; or rive WEEKLY subscribers, with \$10 enclosed, will be entitled to one copy of the same edition as they furnish as subscribers for, graffs. N CONGRESS OF THE U. STATES

TO OUR SUBSCRIBERS The name of no person will be entered upon our books, unless

Distant subscribers may forwers us money by letter, the postage which will be paid by us, and all risk assumed by ourselves in its

The COUNTRY PAPER is published tri-weekly during the sea tons of Congress, and semi-weekly during the recess.

Subscriptions for a period less than a year will be received ou series proportioned to the above annual rates.

Thirty-Second Congress-Second Session

FRIDAY, JANUARY 14, 1853.

[IN CONTINUATION.]

SENATE.

On motion by Mr. MALLORY, all prior orders were postponed, and the Senate proceeded to the consideration of the joint resolution relative to the officers of the late

of the joint resolution relative to the officers of the late Texas navy.

The joint resolution was read a second time, and considered as in committee of the whole. It provides that the existing laws limiting the number of officers in the navy of the United States be so far modified as to authorize the President to incorporate into the naval service of the United States the surviving officers of the late Texas navy, not to exceed eight in number, who were duly commissioned and in the service of said republic at the time of its annexation to the United States, with the limitation that such of said officers as were formerly in the United States navy shall take no higher grade than that to which they would be entitled by due course of promotion if they had not left it.

Mr. RUSK moved to amend the joint resolution by striking out the proviso in the following words:

"And provided, further, That those of said officers who were formerly in the United States mavy shall take monigher grade, namber, or position than that which they would now occupy by due course of promotion it they had not left it, and that those who were not in the United States mavy shall take such position as the President may assign them."

The question being taken on the amendment, it was

The question being taken on the amendment, it was agreed to.

Mr. DAVIS. I would inquire of the Chair if that is a

private bill?
The PRESIDENT. The Chair has announced to the The PRESIDENT. The Chair has announced to the Senate that in his opinion the resolution setting apart Friday of each week for the consideration of private hills died at the last session. It only extended to that session, and has not been renewed at this

Mr. BORLAND. Mr. President, I would inquire, with

and has not been renewed at this

Mr. BORLAND. Mr. President, I would inquire, with
regard to that matter, whether under our rules the business of one session does not come up at the commencement of the next session in the same order in which it
stood at the close of that session, without any further
order?

The PRESIDENT. The Chair is of the opinion that
the general principle would not affect this case at all. The
operation of a resolution of this kind cannot be renewed
at a succeeding session, unless there is something in the
terms of the resolution extending it to that session.

Mr. MILLER. I was not expecting that this bill would
be calfed up to-day, Mr. President. The honorable senator from North Carolina [Mr. Barger] and the honorable senator from Maryland [Mr. Prance] take an interest in that question; and as they are not now in their
seats, I hope the honorable senator from Texas will not
push the bill to a vote now. The merits of that bill
have been discussed here frequently, and there is considerable opposition to it on this side of the floor. I hope
he will let it be passed over for to-day.

Mr. RUSK. Mr President, this seasion is drawing to
a close. This subject has been before the Senate, I preaume, for the last six years—ever since the annexation of
Texas. These officers are now suspended. They believe, and the citizens of Texas believe, that they have a
right to come into the United States navy under a fair
construction of the articles of annexation. As the session is drawing to a close, I hope it will be passed soon;
for, as a matter of course, if it is postponed, we can expect no action upon it at this session. I would be willing to do anything in a spirit of accommodation that I
could do; but I think it is important that this bill should
pass, and I therefore hope the Senate will act apon it. I
believe the minds of honorable senators are pretty well
made up; they have investigated the subject several times.
Mr. MILLER. I do not wish to delay this matter at
all; but certai

The motion was agreed to.

Mr. RUSK. I wish to say simply that on Monday next I hope the Senate will indulge me in taking up this bill and considering it.

THOMAS P. DUDLEY

Mr. UNDERWOOD. Mr. President, I move to take up House bit No. 171, for the relief of Thomas P. Dudiey, an old soldier of Kentucky, who has written to me that he wants to be put upon the pension list. I sknow nothing about his claim, sir; but I suppose it is all right. for it has passed the Floure, and has received the favora-ble action of a committee of this body. I hope it will be

taken up and acted upon.

The motion being agreed to, the Senate proceeded to the consideration of said bill as in committee of the whole; and it was read. It provides that the Secretary of the Interior shall place the name of Thomas P. Dudley on the roll of invalid pensioners at the rate of \$11 per month, commencing on the 5th of January, 1840, and to continue during his natural life.

and payment of the claims of William Hazzard Wigg, deceased, for losses sustained by him during the war of the revolution; which was read a second time, and considered as in committee of the whole. It provides that the project accounting officers, under the direction of the Secretary of the Treasury, adjust and settle the claims of Major William Hazzard Wigg, deceased, late of the State of South Carolina, for losses sustained by him, the said Wigg, while retained as a hostage by the British officers during the war of the revolution; and that in payment therefor, the sum of \$30,117, with legal interest from November 14, 1752, to the day of stating the account of November 14, 1782, to the day of stating the account of said losses, be paid to the grandson of said William Haz

zard Wigg, deceased.

Mr. BAYARD asked for the reading of the report at Mr. BAYARD asked for the reading of the report accompanying the bill, and it was accordingly read.

Mr. B. said: I do not mean to object to this provision, or grainity, as I view it, or to enter into the question of the propriety of this bill for the relief of the heirs of the distinguished officer who, according to the report, certainly did sustain losses during the revolutionary war. But I do object to the allowance of interest in this case from the year 1782 down to the present time; and I therefore move to stoke out that portion of the bill which allows that interest. The services of this officer may have been very gallant. They end doubt they were, and I am willing to go as far as any one in the way of allowing gratuities for revolutionary services, and remuneration for losses sustained in connexton with those services. This claim, as far as I have been able to learn, is now presented to the Sanate for the first time, after a lapse of more than seventy years, during all of which time interest is asked upon this claim. Now, I know of no principle upon which we can allow this interest, as the government has been able, and no doubt willing, to pay all of this original claim at any time during the past fifty years, if it had been presented. I therefore move to strike out all of that portion of the bill relating to the allowance of interest from 1782 down to this time.

Mr. BUILER. I am glad that my friend from Dela-

bill relating to the abovence of interest from 18 above to this time.

Mr. BUILER. I am glad that my friend from Delaware, [Mr. Bayarn] whose name is associated with the revolution itself, has conceded a principle which will save me from some remarks which I would otherwise have made. But it is necessary perhaps that I should present this case in a very few words, so that it may be intelligible to the Senate, and appeal to the heart of the

intelligible to the Schale, and appear to the promise.

If this case was not exempted by its peculiarity from the general class of claims for damages arising in consequence of the war of the revolution. I presume I could not ask for the indennity provided for in this bill. But, after the execution of Audre, it is very well known that the British were looking out for a victim for retaination. The condition of Major Wigg and other persons, men of property and position, men who had been educated in England, and who occupied a highly responsible position the society of Charleston, was that of prisoners of war. in the society of Charleston, was that of prisoners of war, after the capitulation of Charleston—prisoners of war, recollect—and they were upon acrole either in the city of upon their plantations. After the execution of Hayne,